



OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

APR 6 1979

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CIRCULAR NO. A-

TO THE HEADS OF EXECUTIVE DEPARTMENTS AND ESTABLISHMENTS

SUBJECT: Federal Employee Parking Facilities

1. Purpose. This Circular establishes policy governing the acquisition and allocation of parking facilities and the establishment and determination of charges to be paid for parking by Federal employees and other facility tenants.

2. Coverage. The provisions of this Circular apply to parking facilities in the United States, its territories and possessions, the commonwealth of Puerto Rico and the Canal Zone under the jurisdiction of the executive branch, excluding those operated by the Government of the District of Columbia and the United States Postal Service. The Office of Management and Budget urges elements of the Government not covered by this Circular to adopt similar policies.

3. Background. This circular is promulgated because Federal practices through 1978 regarding employee parking -- particularly in urban areas -- have had several of the following effects:

a. Substantial public funds are being used to subsidize parking expenses for some Federal employees while many private sector employees in the same employment areas do not receive similar benefits from their employers;

b. There is an inequity among Federal employees working at the same location; some receive an implicit monetary benefit through free or subsidized parking, while others must face continuing out-of-pocket costs to park in commercial parking lots or to ride public transit;

c. Free or low cost parking diminishes the effectiveness of government-wide carpooling regulations (FPMR 101-20.117); acts as a disincentive to transit use;

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and generally contribute to increased air pollution and energy consumption;

d. There are ~~wide differences in~~ the amount of ~~government parking available~~ at various Federal facilities, often at adjacent or nearby facilities; and

e. ~~Implementation and effectiveness of~~ the Government-wide ~~carpooling~~ regulations (FPMR 10-20.117) ~~varies~~ considerably among agencies.

In the Washington, D.C. metropolitan area, where the Federal Government is the dominant employer, the policy described in this Circular will contribute to that area's compliance with the timetables for improving ambient air quality set forth in the 1977 amendments to the Clean Air Act.

~~Free or low-cost parking biases an employee's decision on whether to drive alone, carpool or use public transit for commuting.~~ Therefore, a basis for reimbursement for use of such facilities needs to be established which is fair to the Government, equitable among employees, and consistent with related policies.

4. Policy. It is the general policy of the executive branch that parking facilities provided at Federal installations be limited to the minimum necessary, that they be administered in full compliance with the carpooling regulations, that they be made available on equitable basis to all Federal employees in the immediate vicinity without regard to agency affiliation and that Federal employees who are provided parking in Government-owned or leased space be assessed a charge equivalent to the fair monthly rental value for the use of such space.

5. Acquisition of parking facilities. Acquisition of parking facilities will be permitted consistent with limitations and conditions in this circular. The amount of ~~parking facilities to be provided~~, at either leased or federally constructed buildings, will be dependant upon an analysis of the public transportation and carpooling projected to be reasonably available or feasible at the given location or area. This analysis will consider Executive Order 12072, and other applicable laws, regulations or policies concerning use of public transit, air quality control and energy conservation. This ~~analysis will include~~ the following factors:

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other community sponsored transportation improvements;

b. ~~Availability of~~ agency or metropolitan ~~transportation~~
~~matching programs;~~

c. ~~Availability of~~ existing or planned ~~parking~~
~~parking;~~

d. ~~Impact of commuter parking on residential~~
~~neighborhoods;~~

e. An analysis of where ~~an agency's employees live,~~
particularly in relationship to transportation systems; and

f. ~~Special or unusual requirements.~~

The analysis will assume strict enforcement of existing carpool regulations and increasing use of public transit. The application of this policy should result in periodic reductions in the total number of Government controlled spaces within a given area, particularly at leased locations.

6. Allocation and assignment of parking facilities. The General Services Administration (GSA) or other agency in control of parking facilities at Federal buildings and on other Federal property, including leased property, shall equitably allocate such parking facilities among affected agencies. Agency heads shall be responsible for the assignment of parking spaces allocated for their control, including the assignment of spaces for employee parking. To maximize the efficient utilization of available parking spaces, assignments of spaces to Federal employees shall be principally on the basis of the carpooling regulations promulgated by GSA (FPMR 101-20.117).

~~In urban areas,~~ where several federally controlled facilities exist within easy walking distance of one another, the parking spaces may be pooled on a ~~zonal allocation plan~~ rather than on an agency by agency basis to assure that an equitable number of spaces are available to all employees and to maximize the carpooling opportunities. Such arrangements already exist at several locations. ~~Such pooled allocations shall be administered by GSA or other agency, in control of the parking facilities primarily on the basis of carpool membership without regard to agency quota and in accordance with FPMR 101-20.111 and 101-20.117.~~

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7. Charges for employee parking.

a. Establishment of charges. Charges for employee use of Government-owned or leased parking facilities shall be assessed at all locations except where the rate, as determined in b. below, is less than \$10.00 per month.

When several agencies are located in one facility, the head of the agency charged with responsibility for the building or other property with parking facilities available for employee use shall be responsible for developing procedures for collecting fees.

Authority to establish charges for the use of parking spaces is contained in the Federal Property and Administrative Services Act, as amended (400 U.S.C. 490). Comptroller General file reference B-177610 dated March 7, 1976, reviews this matter.

b. Determination of rates.

(1) The ~~Administrator of GSA shall determine the rate~~ to be charged for Government furnished employee parking at each facility. Such rate will approximate the price of commercial property in the vicinity. The rate shall be not less than the sum of the fair rental value of such property as used in calculating Standard Level User Charges and any direct costs of parking facility management. The ~~rates~~ so established shall be adjusted annually by the Administrator to reflect increases or decreases in value.

(2) The ~~head of each agency~~ responsible for assessing a charge for employee parking shall request that the ~~Administrator of GSA determine~~ the approximate commercial value of the parking involved. The request shall be made in accordance with regulations to be set forth by the GSA under paragraph 8 below.

(3) In instances where a parking management company is engaged to operate the facility, issue permits, provide attendants, etc., the cost of such management services will be included in the fees paid by individual users for the use of such parking facilities. In such cases, the management contractor shall also collect the fees from individual users.

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(4) ~~All fees collected~~ for the use of parking facilities ~~shall be in addition to the standard level user charges~~ paid by using agencies to GSA.

(5) Under 40 U.S.C. 490(k), ~~fees collected net of management fees~~ in 7.b.(3) above shall be credited to agency appropriations charged for parking spaces and services. ~~Amounts recovered in excess of direct costs~~ shall be credited to the Treasury as miscellaneous receipts.

8. Responsibilities.

a. ~~GSA shall issue regulations~~ implementing the provisions of this Circular with respect to the determination of rates that approximate the commercial value of Government parking. ~~Regulations shall be issued by July 1, 1979, and all rates should be determined by September 1, 1979.~~

b. Heads of department and agencies shall:

(1) ~~assess charges~~ consistent with the provisions of this Circular,

(2) ~~give full cooperation to the GSA~~ in connection with the determination of commercial value,

(3) effective October 1, 1979, ~~provide for the collection and deposit of employee parking charges~~ established in accordance with paragraph 7 of this Circular and the implementing regulations of GSA. For the initial period October 1, 1979, through September 30, 1981, the charges to be collected shall be 50 percent of the full rate scheduled to be collected. The full charge shall be collected after October 1, 1981;

(4) ~~issue~~ such instructions as may be needed to implement the provisions of this Circular and regulations issued by GSA.

9. Agency Administrative Workload. Agencies shall administer the provisions of this Circular within existing personnel resources and, after conversion to the policy in this Circular, routine administrative workload should be approximately the same as that experienced under past practice.

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10. Report. Fifteen months after the introduction of parking fees, each agency shall submit a one-year report to OMB detailing the before and after effects of this circular. Information to be included shall address: the number of official, visitor and employee parking spaces by location, carpool utilization, employee public transportation utilization, revenues from parking fees, an assessment of any noticeable changes in private sector or commercial parking supply, demand and price of commercial parking in the vicinity of the agency, and changes in the distribution of employees mode of transportation to and from work. Copies of these reports will be made available for study to Federal and local agencies with policy responsibilities in the areas of transportation, air quality improvement and energy conservation.

11. Inquiries. For any information concerning this Circular please call the Office of Management and Budget, 395-4752.

James T. McIntyre
Director

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